

the roads must be made the first consideration and the subdivision subordinate to them.

A STROKE OF GENIUS!

There is no great stroke of genius apparent in the proposal to class all lands below 1,000 feet elevation together at \$6 per acre, when the actual range of value is from nothing to several hundred dollars per acre.

The present system of appraising these lands by disinterested persons with some reference to their comparative values seems almost as good.

The proposition that all leasing of public lands shall cease is an excellent one—for the purpose of depriving the Territory of a legitimate revenue and of turning over the same to a limited number of far sighted "Homesteaders" (?).

Under the treaty of annexation it was stipulated that all revenue and proceeds from the Public lands of Hawaii shall be used solely for the benefit of the inhabitants of the Hawaiian Islands for educational and other public purposes.

Carry out the proposition of the delegate, Mr. Robert Wilcox, and Hawaii will get the form but not the substance of this agreement—the shells but not the oyster.

LAND LAWS SHOULD NOT BE CHANGED.

The writer having spent the greater part of his life in service connected with the public lands of Hawaii, and having no interest in the matter today, other than as he desires the general welfare of Hawaii, hopes that the existing land laws will remain unchanged; that every road will be built for which the money can be found and every tract of land suitable for homesteads opened for that purpose under existing laws, and hopes for the success of any and every homesteader.

The extension of United States land laws might and probably would be found later to have assisted not in establishing small proprietors, but more

Dickey & Newcomb

This firm of architects is well and favorably known throughout Honolulu. Mr. W. Dickey, a graduate of the Massachusetts Institute of Technology, has been located here for six years, first as a member of the firm of Ripley & Dickey, and later by himself. One year ago Mr. E. A. P. Newcomb of Boston went into partnership with Mr. Dickey and the new firm has been doing much to beautify our city. Among the buildings executed this year by this firm are the Punahou Preparatory School at Oahu College and the Convent school building on Fort street, a cut of which is shown herewith. Both of these buildings show a high order of talent. The cloister of the Convent school is among the most beautiful architectural features of our city. The Punahou Preparatory school will be a great addition to the group of buildings surrounding the campus. It is the first of a series to be erected according to a general plan laid out by Mr. Newcomb to carry out the idea of making Punahou a University. Both of the above mentioned buildings have been erected with unusual rapidity, which reflects great credit upon the business methods of both architects and contractors.

Prior to Mr. Newcomb's arrival Mr. Dickey had designed many of Honolulu's most beautiful and appropriate buildings, including the Central Fire Station, Progress block, Stangenwald block, Kailani and Kaahumanu schools, Bishop Memorial Chapel, German Lutheran church, St. Clements Chapel and parsonage, residence and stable of Wm. G. Irwin and the residences of E. D. Tenney, F. J. Lowrey, J. P. Cooke, Paul R. Isenberg, T. Clive Davies, H. Waterhouse, Judge Humphries, L. A. Thurston, H. E. Cooper, Mother Castle and many others.

Mr. Newcomb, many years located in Boston, has been prominent as an architect in the Eastern States for the past thirty years and comes here with a rich fund of knowledge of architectural methods and styles, past and present, in the United States, besides a thorough and careful European training.

much of our best work in the future. Wales, Esq., of Boston, Mass. The Messrs. Dickey and Newcomb are to build, within the next eighteen months, Wales. Mr. Newcomb is in continuous one of the most extensive country houses in the east, at Beverly Farms, and Dickey & Newcomb may be named a fashionable resort on the north shore which will be well known in the far of Massachusetts Bay, for Geo. L. East.



CLOISTER OF NEW CONVENT.
Dickey & Newcomb, Architects.

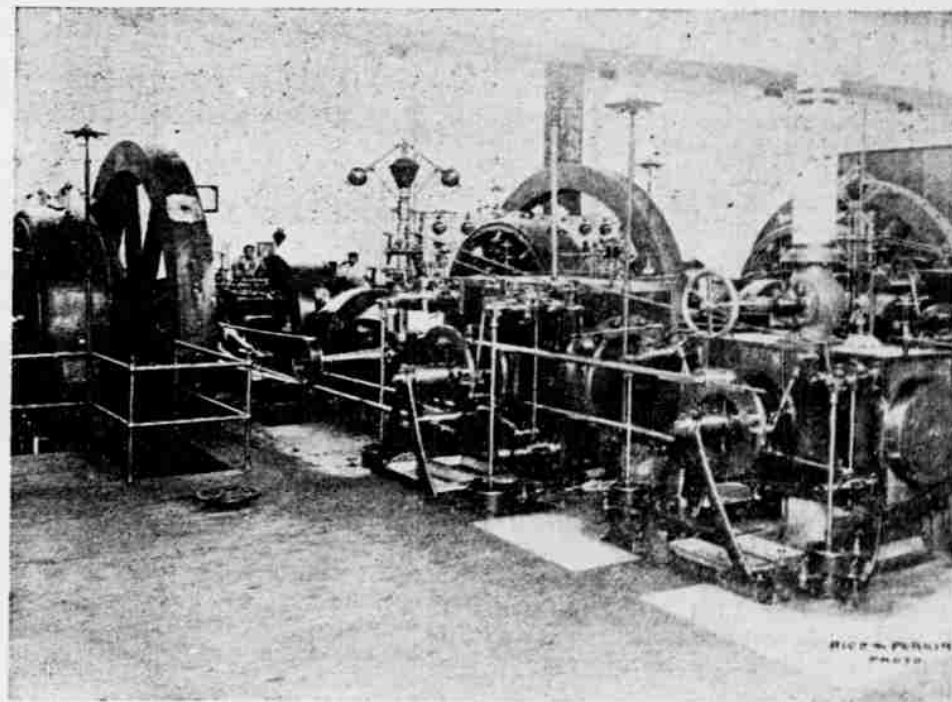
Honolulu Rapid Transit and Land Company

OF ALL the regenerating influences which are creating a "New Honolulu," one of, if not the most potent, is the electric street car service now partially installed by the Rapid Transit Company.

In the solidity of its construction, with 85-pound rails and rock foundations, the completeness of its equipment, with a reserve surplus of power, the luxurious appointment of its cars, convertible in a moment from open to closed cars, and the cheapness and rapidity of the service, charging as it does, only five cents for a trip from

as well as the Federal Court; of a tight money market made more stringent by pending litigation, and in the face of threatened hostile legislation.

But after over three years of struggle, the company has so far triumphed over all obstacles, that its entire power plant is completed, its rails and cars for over twenty miles of track are in hand; nearly one-half of its trackage system has been laid and is in operation; its receipts are more than double the preliminary estimates. From the first day that it began operations, with but six regular cars, it has paid run-



RAPID TRANSIT CO.'S DYNAMOS.

the head of Manoa Valley to the western limit of Kailhi, or upper Nuuanu, it is a revelation to those who for the first time are enjoying an electric car system, and a continuing surprise to those who are used to them, for in all these respects it is the equal of the best systems in the great cities of the Union.

As usual with large progressive enterprises, it has met the opposition of prejudice and inertia; of vested interests in established buss and mule car lines; has had to run the gauntlet of the local Legislature, of Congress and the President of the United States; of injunctions and litigation in the Circuit and Supreme Courts of the Territory,

ning expenses, all interest on bonds, and left a surplus over, and it has the moral support of practically the whole community, including many who were financially interested in the old lines. There is a brilliant future before the company, and the day is not far distant when every part of the city and district of Honolulu will be connected up by its lines of neat, cleanly and swift cars.

A brief resume of the details of the company's organization and development will be of interest, as this is believed to be the first electric railway city system installed in any of the insular possessions.



LAHAINA CANE, McBRIDE PLANTATION, PLANTED OCTOBER, 1900.

big ones. (Some instances of this sort have occurred even in the United States.)

If any change is to be made in the laws, the writer hopes that it will be made only after investigation by some honest and thoroughly competent person, who shall look into the matter here—on the ground—in Hawaii.

December 30th, 1901.

ing of three years. All this was shown in his exhibition at the Kiohaha Art League rooms last February. Poor health compelled him to leave his old home, and Honolulu is distinctly the gainer by his presence here. Architects of his caliber are not often found in cities of the size of Honolulu. With his eastern knowledge and Mr. Dickey's knowledge of local conditions and methods, the firm is destined to do